



2013 Sustainability Report



Port of Vancouver USA

Annual Report
WE CAN! Task Force

2013 SUSTAINABILITY REPORT

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I. INTRODUCTION

PURPOSE OF REPORT

The purpose of this document is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2013 as part of the port's commitment to developing a sustainable port. This report includes a description of the port's approach towards sustainability, how sustainability management activities were undertaken during our formal sustainability efforts, and the progress made towards accomplishing our sustainability goals. The port is dedicated to sharing information about its sustainability priorities, goals, initiatives and performance. This Port of Vancouver 2013 Sustainability Report illustrates our commitment to good governance, transparency and responsibility to our community, employees, stakeholders and the environment.

PORT BACKGROUND

The Port of Vancouver was created in 1912 by the people of Vancouver. Back then, many businesses were located on the waterfront for easy access to the ships that plied the waters of the Columbia; but these were private businesses. Public ownership of the waterfront became imperative so that all citizens would reap the benefits of access to waterborne trade across the public shoreline. On April 6, 1912, a special election established the Port of Vancouver. There are now 75 port districts in the state of Washington with the Port of Vancouver being the third oldest port in the state.



Now, over 100 years after its inception, the Port of Vancouver's marine trade and industrial business operations continue to grow. The port is currently over fifty percent complete in delivering the West Vancouver Freight Access Project, a dedicated dual rail carrier access unit train facility that will result in increased efficiency of rail service, with an estimated forty percent reduction in mainline congestion and delays by the project's anticipated completion in 2017, lowering costs for U.S. manufacturers and farmers, and freeing up tracks for both passenger and freight rail movements. The



WVFA project will help unclog a bottleneck caused by trains coming into the port and alleviates the stalling of national rail lines to the west coast. One important piece of the project is the completed new loop track at Terminal 5 that enables the port to stage 100-plus rail car unit trains within the interior of the port without blocking the mainlines. Another important piece of the project is the creation of a new rail entrance into the port that will avoid bisecting mainline traffic.

The port collaborated with other river ports and federal and state agencies to complete the Columbia River Channel Deepening Project. This 20-plus year project makes the port more accessible for larger ships with greater cargo capacity, creating an opportunity for new maritime business. The parties are now working towards effective maintenance of the channel at its new depth.

Each day, approximately 2,300 people are directly employed by business at the port. The port has approximately 50 tenants, five marine terminals and 13 berths that handled approximately 4.48 million metric tons of cargo in 2013.

Three publicly-elected commissioners represent the interests of the population of the Port District; Nancy Baker, Jerry Oliver and Brian Wolfe. They work closely with port employees to ensure the port continues to provide economic benefit to our community by attracting new cargos, increasing cargo volume, innovating more efficient cargo handling practices, and keeping a vigilant eye on the environment of both the land and the river that serves it.

The port is dependent on a healthy environment, dedicated labor force, economic vitality, and sound leadership to ensure it remains a unique and vibrant center of trade.

II. SUSTAINABILITY AT THE PORT

WHAT SUSTAINABILITY MEANS TO US

The port is committed to the health of the economy, our community and environment. The concept of sustainability is not new to the port. While terms may evolve, our commitment to responsible resource use, protection of the environment, and making business decisions that recognize the balance between the decisions we make today and the consequences those decisions will have on the future have been in place for years.

While there are several definitions of sustainability, the simplest way of thinking about sustainability is to think of future generations, and make them a pledge that they will have all the freedoms and luxuries we had in our lifetimes.

It means we find alternatives to using non-renewable resources, and find ways of doing the same things we do now without creating harmful effects to the environment. The Port of Vancouver strives to meet this definition through our short and long-term sustainability efforts.



We define sustainability through our values which give rise to our policies, our ethics and our port culture. They commit us to environmental stewardship, safe work environments, and socially-responsible behavior in our workplaces and our community.

Sustainability ties into our core values. The port's mission statement is to provide economic benefit to our community through leadership, stewardship and partnership in marine and industrial development.

Mission Statement:

The Port of Vancouver provides economic benefit to our community through leadership, partnership and stewardship in marine and industrial development.

Leadership means looking ahead for land and transportation opportunities and making sure our community's industry and waterfront property is protected for our future. Stewardship means taking care of the public's investment, being good stewards of our environment. Partnership is working with others to ensure continued success and viability.

HISTORY OF THE PORT'S SUSTAINABILITY PROGRAM

In 2008, the port initiated the "We Can!" project. Through this project, the port inventoried previous sustainable efforts and accomplishments and began working toward measurable, consistent changes to improve upon the programs already in place and identify opportunities for future growth.

The port's effort began by forming a cross-departmental task force, the We Can! Task Force, to be the champions of the port's sustainability initiatives. Each department at the port designated an appointee to represent the unique needs and opportunities of their respective departments. The task force members, along with their departments, developed the 2013 sustainability goals and targets for the Port of Vancouver. The task force set goals with the following guidelines in mind. Goals must:

- Support the port's Mission Statement, Goals and Values
- Be Reasonable
- Be Achievable
- Have Measurable Benefits (where practical)



PROGRAM SCOPE

As a public port, our tenants, customers, users, and stakeholders are numerous. It was important for the port to define the scope and boundaries of the sustainability program. The port's program covers those operations that the port has actual power of control over. Organizational boundaries are defined by operational control; therefore, facilities or operations meeting any of the following criteria were included:

- wholly owned and operated/controlled by the Port of Vancouver;
- the Port of Vancouver has full authority to introduce and implement operating

- policies (i.e., holds the operating license);
- the Port of Vancouver has full authority to implement operational and health, safety and environmental policies.

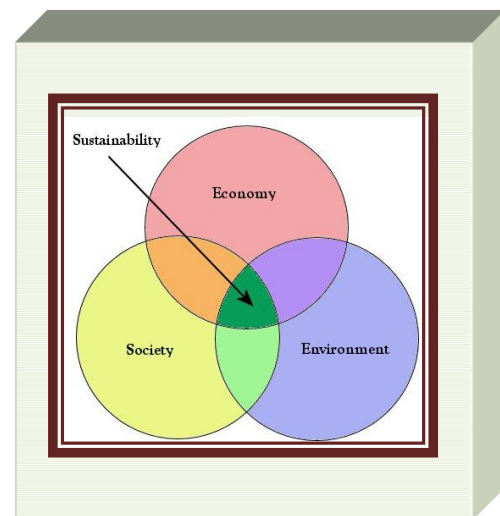
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. In addition to speaking engagements, articles in numerous port publications to tenants, the port's voting district, employees and stakeholders from the environmental community also highlighted the port's sustainability efforts and project updates to encourage others to begin thinking sustainably.

SUSTAINABILITY REPORTING FRAMEWORK

The port's task force chose the globally recognized and respected Global Reporting Initiative's G3 Guidelines reporting framework to guide them through the process of goal setting and sustainability reporting. Over the years, the team has adapted the framework to meet the port's specific needs.

The framework divides sustainability into three dimensions of sustainability:

- Economic
- Environmental
- Social



GOALS AND YEAR-END TARGETS

In order to achieve sustainability goals, attainable and measureable steps, called year-end targets, were established for each goal for 2013.

- **Goals** – Identify the “big picture” of what the port is trying to achieve
- **Targets** – Attainable and measureable steps that can be taken by the end of the calendar year to achieve the ultimate goal

After setting the 2013 goals and targets, the We Can! Task Force tracked the progress to measure the port's sustainability success.

RESULTS INDICATORS

The following Results Indicators symbolizing performance towards year-end targets have been selected to provide the reader with an easy-to-read format when viewing the goals and year-end targets in Section III of this report.



Target Exceeded



Target Achieved



Target Not Met



Target Carried Over to 2014

III. 2013 SUSTAINABILITY GOALS

ECONOMIC SUSTAINABILITY GOALS AND YEAR-END TARGETS



The Port of Vancouver is an economic engine to the southwest Washington region. The port provides economic stability to our region by producing revenue to our state and local services. The port's strategy to ensure economic sustainability strives to provide longevity of economic diversity and funding through a sustainable, healthy mix of cargo, tenants and revenue generation. The efforts on economic sustainability were divided into two goals and nineteen year-end targets.

GOAL: DIVERSIFY REVENUE SOURCES

TARGET: Work with clients to increase cargo volume with new commodities or growth of existing commodities.



STATUS: Examples of this work include: Supported a marine customer on growth of future shipments of a new bulk cargo; worked to receive and load project cargo of an existing customer into new markets; partnered with marine customer to develop additional commodities within current facility.

TARGET: Apply for available grants applicable to port projects.



STATUS: The port was awarded the following grants/appropriations in 2013: FHWA - Transportation Alternative Program and State of Washington Military Dept. Grants awarded totaled \$357,988.57 in 2013. Grants totaling over \$52 million have been awarded since 2009.

Economic Sustainability Goals (cont.)

TARGET: Develop and execute strategy to ensure future truck access to/from I-5.



STATUS: Ensuring access to the port from all available modes and efficient route alternatives for transportation allows for diversification of cargos and is essential to all goods movement. The POV plans to partner with the City of Vancouver on a Transportation Connectivity Study. The city anticipates bringing the budget for this study to its council in 2014.

TARGET: Support the development of renewable energy projects.



STATUS: Through the port's ongoing wind energy cargo expertise, the port offers customers with the innovation of efficient logistics necessary to develop renewable energy projects. In addition, the port purchased 5,611 renewable energy certificates in 2013 from wind energy sources, equivalent to 100% of the port energy use for 2012. Since 2008 the port has purchased 28,849 renewable energy certificates which is equivalent to avoiding nearly 20 metric tons of carbon dioxide emissions.

TARGET: Complete the WVFA Gateway Grade Separation project element to ensure cargos can efficiently utilize the transportation systems at the port.



STATUS: As the successful delivery of the WVFA project continued in 2013, with over half of the project completed, the WVFA Gateway Grade Separation project was also completed. The completion of this project eliminated an at-grade rail crossing on Gateway Avenue, providing less delays to rail and truck dependent commodities. The overpass also provides safer access to work for hundreds of employees, trustees and customers on a daily basis.

Economic Sustainability Goals (cont.)

TARGET: Provide improved and consistent financial analysis for review of new customers and cargos.



STATUS: A Customer Deal Analysis Tool was created by the port's finance department to provide a useful and consistent tool related to the assessment of customer leases. The tool will provide a dependable and non-subjective assessment to evaluate risk, profitability and longevity.

TARGET: Provide leadership in funding options by maximizing investment and funding strategies.



STATUS: In 2013 the port secured a \$50 million line of credit to add to the funding options available to support port projects.

GOAL: MAXIMIZE OPERATIONAL PROFITABILITY

TARGET: Increase and maximize percentage of leases space.



STATUS: Percentage of leased space increased by 0.87 percent in 2013 compared to 2012, bringing the total average percentage of leased space in 2013 to 99.40%.

TARGET: Grow business net income by increasing operating margin.



STATUS: Increased operating margin in 2013 by 2.94% over 2012, bringing the 2013 operating margin to 31.39%.

Economic Sustainability Goals (cont.)



TARGET: Grow customer base by adding new multi-year customers to marine portfolio.

STATUS: Among several new opportunities, the port secured a major multi-year marine tenant and a new vessel carrier that will now use the POV for Columbia River vessel calls.



TARGET: Provide value-enhancing services to customers.

STATUS: Examples of this work include: worked with client to broaden their cargo offering to export customers; supported rail loading operations for a key client and provided important communications with rail, shipper and customer to balance supply flow; helped to design and implement efficient cargo and traffic modifications to aid customer efficiency and safety.



TARGET: Migrate all available vendor payments into electronic form.

STATUS: All available vendors have been migrated to electronic payments. Over 250 vendors have migrated to electronic payments (a 131% increase over 2012 levels). The conversion to a new payroll system includes ability to electronically submit all required payroll items (Washington security, 941, W-2, and State of Oregon payments). Efforts to migrate new vendors to electronic payments will continue.



TARGET: Evaluate effectiveness of cloud-based email for the organization.

STATUS: This project is starting in first quarter 2014 with a small test group assembled to evaluate the value for the port (security, usability, cost, etc.).

Economic Sustainability Goals (cont.)

TARGET: Improve the port's invoicing process and customer relations



STATUS: Contacted customers with multiple email contacts for invoices to consolidate into one email address for more efficient invoice submittals and collection practices. Continue to issue electronic invoicing and ACH payments and provide informational packet regarding the ports invoicing process to all new customers. Customers remitting electronic payment = 42, an increase of 45% over 2011 numbers

STRATEGY: Timecard processing - provide an IT solution to track time (CMMS) into timesheets (Solomon)



STATUS: Employee time card processing using the new payroll system was implemented in 2013. It was determined that it was most effective for project time allocation to be handled separately through the CMMS system, which is on track to be upgraded in 2014.

TARGET: Encourage profitability and success through sustainable business practices.



STATUS: Encouraged and supported sustainable business assistance/programs - three tenants have successfully completed Clark County's Green Business Program since its inception (Cadet, IMS, Nustar). The port also encouraged tenants through education and resources at the port's annual tenant breakfast. Topics included commute trip reduction, idling-reduction campaign, and business and labor assistance programs. Materials (brochures, signs, stickers, flyers) and program assistance were provided during the event.

Economic Sustainability Goals (cont.)

TARGET: Develop financial project management tools to assist project managers monitor costs.



STATUS: In an ongoing effort to develop financial tools and resources that support departments, the following tools were implemented in 2013: ADP Payroll System that manages timecards, time off requests, job applications, and HR management all online (previously were separately managed and paper-based), SL System Analysis, Cash Flow Model update, SL Portal Implementation - Project Center.

TARGET: Take proactive steps to avoid unnecessary technology barriers to productivity.



STATUS: Efforts were taken to ensure links and information in the port's central information system (SharePoint) were updated so it continues to be an effective tool for the organization. Several departments created tools (forms, protocols) to assist staff with processes. Information Technology (IT) developed an IT Continuity of Operations Plan and provide quarterly updates to ensure it is up to date. Remote access training was provided to staff who need to remain connected to port systems while away from the office

TARGET : Replace and implement a new computerized maintenance management system (CMMS).



STATUS: A project team has been assembled and is currently working to prepare information on CMMS system purpose, implementation goals, and cost information. System replacement and implementation is expected to occur in 2014.

SOCIAL SUSTAINABILITY GOALS AND YEAR-END TARGETS



The social dimension of sustainability deals with the impacts the Port of Vancouver has on the social systems within which it operates. This section on the social sustainability is divided into two goals and seventeen year-end targets.

GOAL: FOSTER POSITIVE AND PRODUCTIVE RELATIONSHIPS WITH STAKEHOLDERS

TARGET: Update POV website content, structure and look focusing on usability.



STATUS: POV website was updated in 2013 with new content, structure and user features that provide useful, current and interactive information to tenants, customers and community members. According to Google Analytics, the site saw a 14% increase in unique visitors fourth quarter 2013 compared to fourth quarter 2012.

TARGET: Monitor noise and evaluate mitigation efforts to maintain livable interface between adjacent property owners and port tenants.



STATUS: A noise assessment conducted in 2012 indicated steps to reduce noise impacts to neighbors from adjacent port tenants. Steps taken (tenant building insulation, adjusting activities, keeping doors closed, etc.) have been effective at reducing the noise levels within acceptable limits.

Social Sustainability Goals (cont.)



TARGET: Increase the number of individuals who receive information about the port in an electronic form

STATUS: In 2013, the port implemented an electronic communications best practice by engaging an email marketing service to assist the port in creating, sending and tracking electronic newsletters.



TARGET: Build better customer service and efficiency into our day-to-day operations through cross-training between individuals and departments.

STATUS: Cross training occurred in graphic design, database management, electronic communications, event planning, permitting, and other areas to deliver seamless service, reduce interruptions, and build employee knowledge. For example, an emphasis on cross training in graphic design and PowerPoint presentations allowed the Communications Team to transition the preparation of BOC meeting materials to the Administrative Team, freeing up design staff for other necessary graphic design tasks and creating greater skill depth within the two teams.



TARGET: Create effective community and economic-focused displays.

STATUS: In 2013, the port's communications team worked with the port's marketing staff to refurbish the port's existing trade show booths into effective displays, eliminating the need to buy a new booth. Similar refurbishing occurred on several port display banners.



TARGET: Continue to reduce number and improve utility of printed materials and handouts at the port

STATUS: In 2013, the port produced multi-purpose public materials, reducing the number of duplicate materials by combining three brochures into one comprehensive brochure, and reducing the amount of printed outreach materials.

GOAL: SUSTAIN A PRODUCTIVE AND VITAL WORKFORCE



TARGET: Increase employee longevity to retain valuable knowledge and experience.

STATUS: The average employee longevity increased slightly this year from 6.21 years in 2012 to 6.58 years in 2013, demonstrating a six percent increase.



TARGET: Increase economic benefit through supporting tenant job growth.

STATUS: The average industrial tenant employee count was 1,554 for 2013. This was up from 1,117 in 2012, demonstrating a 39 percent increase in tenant employees.



TARGET: Develop and implement EEO4 reporting at POV (Application and applicant tracking)

STATUS: Automated applicant tracking and EEO reporting now processed through newly implemented payroll system.



TARGET: Revise and replace employment application and process.

STATUS: In 2013, electronic application processing and management was added to the capabilities of an automated process implemented late in 2012. Employment applications are now processed electronically, gaining efficiencies in data management and reductions in paper, printing and recycling costs.



TARGET: Maintain an employee turnover rate of less than 10%.

STATUS: The turnover rate for 2013 was 12%. Evaluating strategies to improve future retention success are underway.

Social Sustainability Goals (cont.)

TARGET: Enhance the port's safety program.

STATUS: Leveraged current staff/expertise to evaluate and enhance safety training programs. Several training programs were reviewed and revamped. Timely trainings have increased by 60%. The number of reportable accidents did not increase compared to 2012 levels.



Investigations and preventative steps were taken to avoid future similar injuries. In addition, the port partnered with the WA Department of L&I to perform a Voluntary Safety Audit for an independent assessment of safety practices. One finding was quickly remedied (repaired a safety feature on a press). The port implemented a Job Hazard Analysis (JHA) process which identifies the dangers of specific tasks and integrates accepted safety and health practices into a particular task or job operation in order to reduce the risk of injury to workers.

TARGET: Develop and deliver port-wide drug and alcohol policy.



STATUS: A drug and alcohol policy was developed in 2013. The 2012 draft plan was adjusted to address new state laws regarding marijuana possession and use.

TARGET: Evaluate applicable safety equipment availability.



STATUS: Provided ANSI compliant safety shirts to port maintenance crews. Prior shirts did not meet reflectivity standards for personal protective equipment (PPE). Installed PPE vending system for better access of PPE to maintenance crews for high-use safety items, which also created accountability for issued safety items. The system was expanded to include high turnover consumables (spray paint and grinding wheels).

TARGET: Increase employee awareness of POV benefits.



STATUS: Benefits Analysis now occurs on every pay statement.

Social Sustainability Goals (cont.)



TARGET: Improve the quality and clarity of organizational goals

STATUS: Developed an effective and simple tool for departments to capture and track goals (departmental and individual). Delivered the updated 2013 Balanced Scorecard to commission and departments.



TARGET: Promote workplace tips and tricks at staff meetings to foster increase productivity and staff education.

STATUS: This was accomplished through providing different tips and tricks at staff meetings by staff. Tips included: reminders for keeping calendars up to date, refresher on public records request process, cleaning reminders, “how to” instructions on different ways of setting up meetings, scheduling vehicle check out, conference rooms, conference calling, etc.

ENVIRONMENTAL SUSTAINABILITY GOALS AND YEAR-END TARGETS

The port's environmental values demonstrate our commitment to environmental sustainability:

- Integrated Decision Making
- Sustainability
- Pollution Prevention
- Compliance

When developing the goals and objectives for environmental sustainability, the port considered impacts to, land, air and water. This section on the environmental sustainability is divided into two goals and fourteen year-end targets.



GOAL: PROMOTE POLLUTION PREVENTION

TARGET: Implement annual Material Safety Data Sheet (MSDS) audit for one key area/location.



STATUS: The maintenance department performed a chemical inventory/MSDS audit. In addition, the department undertook an effort to reduce unnecessary hazardous materials storage amounts, to cut waste, save money, and provide record keeping efficiencies.

TARGET: Implement reusable/returnable envelopes for distribution of payroll items.



STATUS: This target was exceeded due to the electronic distribution of all payroll items (pay stubs, benefit explanations, etc.). Since items are now delivered electronically, no envelopes are necessary for distribution.

Environmental Sustainability Goals (cont.)



TARGET: Construct new permanent street sweeper decant facility to replace temporary facility.

STATUS: Construction of a new permanent decant facility was completed following the selection of a suitable location. The permanent facility, with the aid of a Department of Ecology grant, replaces a temporary facility.



TARGET: Reduce air emissions from port operations.

STATUS: Installed propane generator at Bld. 2605 (replacing diesel fired generator) to provide a cleaner fuel, reduce emissions into building, and improved generator performance. Rebuilt the Grove Crane engine - reduced emissions and eliminated oil leaks extending asset life 10 yrs. Procured a Tier III compliant rail tamper with reduced emissions compared to previous equipment serving same purpose. Purchased lube oil and fuel service truck to provide mobile service in the field eliminating driving back to shop saving emissions and time. This truck also was able to assist in reclaiming 140 gallons of diesel.



TARGET: Reduce energy use.

STATUS: Bld. 3075 Gear Locker lighting was upgraded to energy efficient system through collaboration with Clark Public Utilities. Since program's inception at the port, over a million kilowatt hours annually have been saved due to lighting efficiency improvements. Improvements to the insulation of portions of Bld. 3201 were also made, saving on heating and cooling requirements.



TARGET: Reduce waste by implementing Lean 5S process at maintenance shop.

STATUS: The Lean 5S system is designed to reduce waste and optimize productivity through maintaining an orderly workplace. In 2013 the Lean 5S process was completed on the port's maintenance shop, providing a more efficient and safer work environment that produces less waste.

Environmental Sustainability Goals (cont.)

TARGET: Handle cargo in a manner that reduces environmental impacts.



STATUS: Worked with customers and stevedores to develop or revise cargo handling procedures necessary to minimize environmental impacts from cargo. Worked with MFSA and CRC to present oil spill response topics during a commission workshop. Participated in regional and local discussions involving an update to the Northwest Area Contingency Plan and local response agencies.

GOAL: ENCOURAGE THOUGHTFUL NATURAL RESOURCE MANAGEMENT

TARGET: Investigate ways to reduce bird strikes on new port security office building windows.



STATUS: Several potential solutions were researched (shades, stickers, screens) and a window film that offered energy savings and visual security as well as prevention of bird strikes was demonstrated and selected (CollidEscape brand). Application is anticipated in 2014.

TARGET: Decrease waste volume sent to landfill.



STATUS: A waste audit revealed total waste volume per employee decreased by 0.15 gallons/day from 2012 volumes. This was accomplished through increased recycling, composting and waste avoidance measures, along with an improved communication system developed with janitorial service providers.

TARGET: Develop additional waterway protections.



STATUS: A total of twenty downspout runoff BMPs (Grattix) were framed and painted. Of that twenty (20), six (6) were fully constructed. The remaining fourteen (14) will be completed in 2014. Port also plans to pilot test mycelium as a stormwater treatment in 2014.

Environmental Sustainability Goals (cont.)

TARGET: Reduce color printing/copying throughout the port offices.



STATUS: There has been a reduction in color printing/copying in the offices. This was accomplished through many efforts including: changing printer settings on copier/printers and computers, and education of staff regarding best practices. A reduction of nearly ten thousand color pages under 2012 levels was realized in 2013, a 36 percent reduction, saving the port an estimated \$790 in color printing fees.

TARGET: Reduce unnecessary resource use and waste by installing a closed-loop filtration system at the maintenance shop.



STATUS: An equipment steam cleaner was installed in 2013 in an extension of the maintenance shop building. The closed-loop filtration system reduces the amount of water used and provides for effective management of waste products generated during routine equipment cleaning.

TARGET: Develop and execute berth dredging plan to maximize water depth while minimizing impacts.



STATUS: Completed sedimentation rate study in order to develop a sustainable dredge strategy, limiting the dredging events and river impacts through understanding of sedimentation rates.

TARGET: Complete a Source Identification Survey/Study for Terminal 4 to understand and reduce the sources of stormwater contaminants.



STATUS: Data collection completed. Study consisted of influent/effluent sampling and for total and dissolved metals, turbidity, TSS, and particle size distribution. Information will be used to inform options for prevention and treatment.

OTHER SUSTAINABILITY SUCCESS STORIES

The port experienced other successes in sustainability that were not captured in the above goals. Some of these successes result from ongoing projects from previous years from which the port continues to gain benefit. In addition, other projects contributed to the port's sustainability efforts that were unplanned at the time of 2013 goal setting. Below are several examples of these successes.

- **Lighting System Upgrades:** As a result of the port's efforts to upgrade lighting systems throughout the port's property, the port conserves over one million kilowatt hours annually, an annual average savings of over \$100,000 for the port, port tenants and customers. This ongoing project will continue upgrading efforts and will work in collaboration with Clark Public Utilities.
- **TCE Treatment System:** Working with the Washington State Department of Ecology, the port continues to cleanup solvent contamination left from a previous owner. The port has removed more than 885 pounds of volatile organic compounds using a groundwater pump and treat system which has helped decrease solvent concentrations by over 50 percent. The decrease has enabled the removal of treatment systems in the Fruit Valley neighborhood and frequent monitoring continues to track the cleanup progress. In 2013 the port implemented improvements to the maintenance and operation of the pump and treat system, resulting in a reduction of chemical usage by 51% and chemical costs of 21%. Additional system improvements are planned for 2014 that anticipate further reductions of chemical usage and costs at the pump and treat system.
- **Less Trash:** The port has seen an overall decrease over time of the amount of solid waste generated by port employees. Cumulative efforts have decreased total waste to landfill by over 38 gallons/day (or 35%) since 2008, a 54% reduction per employee.
- **Trails:** Construction was completed on a 2,700 foot section of trail along SR-501 in front of the port's Parcel 1A. The port plans to connect existing trail segments in 2014 to provide safe pedestrian and bicycle access from Parcel 1A to the Mill Plain sidewalk system (corner of Mill Plain and SR-501).



IV. CONCLUSION

YEAR-END SUMMARY

The Port of Vancouver is looking towards the future; the future of generations to come and the future of the port as an important economic engine of our community. By choosing to formalize sustainability efforts already underway at the port and develop a means for continuous improvement and identification of new opportunities through the development of the WE CAN! Task Force, the port is taking positive steps toward becoming a sustainable port. 2013 was the fifth year of the port's formal sustainability efforts. In 2013, the port:

- took stock of current sustainability actions
- continued to rely on a cross-departmental sustainability task force (the WE CAN! Task Force)
- set goals and year-end targets
- held task force meetings to track progress and identify challenges
- communicate the port's sustainability initiatives
- maintained a sustainability page on the port's redesigned website
- measured year-end progress of 2013 targets

Overall, the fifth year of the formalized efforts was successful. The WE CAN! Task Force, together with the departments they represent, set 6 long-term port sustainability goals and identified 50 year-end targets to achieve in 2013 to support the goals. Overall, the port met or exceeded 44, or 88% of its annual targets for 2013. Only seven of annual targets were not accomplished or postponed until 2014. The benefits to the port of achieving such a high percentage of the sustainability targets are apparent, with most targets resulting in a measurable or material benefit. An unexpected benefit of developing a formal sustainability program continues to be the change in culture and behavior surrounding sustainable actions, with many inspired efforts beyond what was identified as formal goals and targets.

NEXT STEPS

The port plans on continuing the effort started in 2008 into 2014 and beyond. The WE CAN Task Force will evaluate long-term goals and set new targets for 2014 and continue to make progress for those targets that were deferred from 2013 into 2014. Sustainability efforts will be included into department goals for 2014. Integrating sustainability into every aspect of the port's operation will promote the port's efforts to become a sustainable port.